

A GIGANTIC FLUME.

Mackey and Fair's Work in
Washoe County.

A 15-Mile Flume Costing \$250,000
Built in Ten Weeks.

A 14,000-ACRE TIMBER TRACT.

100,000,000 Feet of Saw Logs—30,
000,000 Feet of Heavy Timber—
60,000 Loads of Firewood.

Sixty Miles an Hour in a Boat.

On Thursday, July 1st, the fifteen-mile flume of the Pacific Wood, Lumber and Flume Company will be completed, and the first stick of timber will be floated from the summit of the Sierras and landed at Huffaker's station. This is one of the most colossal fluming enterprises ever undertaken on the Pacific coast, involving great engineering difficulties and the outlay of

A QUARTER OF A MILLION OF DOLLARS.

The Pacific Wood, Lumber and Flume Company is practically composed of Messrs. John Mackey, J. C. Fair, J. C. Flood, and W. S. O'Brien, and it is for the purpose of supplying their mines and mills that the flume has been built. The mills of the Pacific Mill and Mining Company—comprising the Bacon, Trench, Occidental, Kelsey, Devil's Gate, Hooper State, Consolidated Virginia, Sacramento and Mariposa mills—will all draw their supplies of wood from the lands topped by this flume. The Consolidated Virginia, California, Hale & Norcross, Gould & Curry, Best & Belcher and Utah mines will all receive their timber and fuel from this source. These mills and mines consume about 40,000 cords of wood per year, and when it is remembered that firewood costs from \$11 to \$12 per cord, and lumber from \$22 to \$24 per 1,000 feet, the vast saving to be made by having a supply within their own control will be once apparent.

NOW THE FLUME PROCEEDS RAPIDLY.

About two years ago, the tremendous idea which would and timber made in the expense set John B. Hereford, the Superintendent of the mills of the Pacific Mill and Mining Company, to thinking. What ever leisure time was at his command he spent in journeys of exploration over the mountains within a radius of fifty miles from the city. The heavily wooded summits of the Sierras west and northwest from Huffaker's attracted his attention. For days and weeks at a time he wandered on horseback in this section, calculating the water supply and looking over the ground to decide the possibility of building a flume down the wild, rugged and canyon-broken mountain side. A belief in the feasibility of the project gained upon him, and he set about searching titles and quietly buying up the land from the Government, the Railroad and private parties. This part of the business was done so shrewdly that before more than half a dozen people knew what was on foot, Mr. Hereford secured for his principle some 12,000 acres of the best timber land north of Alpine county. But last Fall Mr. Hereford engaged the services of G. H. Faust, an expert of large experience, and the two spent several weeks in making a rough, preliminary survey, which demonstrated the entire practicability of the flume scheme. Backed by unlimited capital, Mr. Hereford went to work with a will. Roads were built up the mountain sides and teams set to work hauling machinery for two miles. The snow came just as this was begun, and much of the machinery was dragged up the Sierras in four or five feet of snow. The first mill was erected on the middle fork of Evans' Creek, about half way up the mountain side. The second mill is over two miles higher. Everything, timber, tools and machinery was dragged up by immense teams of oxen and horses. While it was possible to work during the winter the mills were kept going upon material for the projected flume.

THE FLUME.

The flume is of the V shape, made of 24-inch planks, two inches in thickness, and has a capacity of at least 500 cords of firewood per day.

of 500,000 feet of timber. In several respects it differs from any flume yet constructed, and has been rather expensive in consequence, as it is intended to last at least twelve years. To gain a uniform grade (an indispensable requisite in so precipitous a country, where heavy timber is to be floated), it was found necessary to build the flume on trestle-work and stringers from one end to the other. The trestle-work, which in some places is forty-eight feet high, is substantial enough to support a narrow-gauge railroad, it being thoroughly braced longitudinally and across, so that no break can extend farther than the length of a single box—16 feet. All the main supports, which are five feet apart, are firmly set in mud-sills. The boxes rest in brackets placed four feet apart. These again rest upon the substantial stringers.

THE ENGINEERING DIFFICULTIES.

Consisting mainly, of course, in the mountainous character of the country. Even in the foothills—where to find a good course would seem an easy matter—the ground is broken by gulches and steep declivities, with outlets running at right angles to the direction of the flume. At some points the great canyons have made the matters of grade and turn problems of serious difficulty, only to be overcome by the highest engineering skill, and high and heavy trestle-work. Mr. Hereford labored under the disadvantage of working upon virgin ground. The country was almost unknown because of its height, and the engineer had to trust entirely to his own sagacity and professional experience.

COURSE OF THE FLUME.

The flume commences in the Truckee Meadows, at Huffaker's station. Thence it extends across the valley and foothills in a southwesterly direction for five miles. The course then changes to the northwest to the base of the mountains, a distance of eight miles. In his anxiety to complete the work in the shortest time possible, Mr. Hereford, instead of waiting for his own mills to furnish the material, contracted with outside parties for all the timber necessary for this eight miles. From the foot of the mountains the flume winds up through the gorges and canyons on an average grade of sixteen inches to sixteen feet. The steepest fall is three feet in six, which, however, is only for 200 feet. The grade above this fall is gradually accommodated so that the force of the descent is much diminished. This really marvelous evenness of grade makes a run—that bug-bear of most flume works—almost impossible. The whole distance, from beginning to end may be ridden in safety in a boat.

A BOAT-TRIP DOWN THE FLUME.

The *Chronicle* mariner was tempted into taking a nine-mile voyage down the flume. By nailing a piece of board at the end of one of the V-boxes being floated down to the workmen, a very good boat is made. A strip of wood placed across furnishes a seat, and then the voyager can go down the flume or to destruction as luck has it. The *Chronicle's* old salt, after taking a hitch at his trousers, and blasting his tarry top-lights, seated himself in this new-fangled craft and sped away at the rate of twenty miles an hour, the landmen shouting after him to kick the stern out of his boat if he was in any danger and wanted to stop. This summary of dealing with the boat allows the water to flow through it and consequently diminishes the speed and drenches the unfortunate boatman. For the first mile or two the *Chronicle* navigator smoked his cigar comfortably and enjoyed the novel sensation of spinning along at an elevation of from twenty to forty feet through a thick pine forest, with the water swishing and gurgling fore and aft and no rowing to do. It was not only pleasant and exciting to the bold boat rider, but drew the admiration and astonishment of innumerable chipmunks and lizards and one antlered buck.

SIXTY MILES AN HOUR.

Twenty miles an hour was well enough, but it suddenly was brought to the notice of the mariner that he was going down hill, and with what looked like a perpendicular descent before him. This was the dreaded half-mile curve, the sharpest fall of the flume. Before the thoroughly startled *Chronicle* man could place a precautionary hand upon his hair or a fragment of prayer, the boat shot out like a bullet from a gun, and in five seconds the hapless voyager, with his eyes starting from his head and a deathlike clench on the sides of his vessel, found himself rapidly voyaging along a quiet level, and was joyfully received by Mr. Hereford, who stopped the boat and informed the bold voyager that he had done what no other human being

had been known to do and live—gone over water at the rate of sixty miles an hour. If Mr. Hereford had not been a large man the reporter would have performed a feat much more satisfactory to himself. A long pull at the slack (they call it "Governor Brown") ordered by the engineer, however, restored the journalistic nerve and temper.

The average speed at which timber will be floated is set down at twenty miles per hour.

TEN WEEKS' WORK.

To complete this immense flume of fifteen miles has taken just ten weeks. In that time all the trestlework, stringers and boxes have been put in place. The method of construction has been simple as rapid. At various given points water could be turned on, and as the boxes were laid others were floated through and the flume would float the material for its own creation. The greatest day's work was a quarter of a mile. Four gangs of thirty men each have done the work. It has required 2,000,000 feet of timber and twenty tons of nails to build the flume.

THE WATER SUPPLY.

The main supply of water is drawn from Hunter's Creek, which is diverted from its bed near the source by dams, and its waters collected in two reservoirs.

The reservoirs are models of solidity. The upper one is 600 feet long, with an average depth of ten feet; the other is 1,100 feet long with a depth of ten feet. A ditch nearly two miles long brings the water to the first reservoir, whence it is conveyed three miles and a quarter to the flume by means of a feeder, which is a strong square box well braced, capable of carrying 450 inches of water. A stream of pure water, large enough to supply Virginia City, rushes through this feeder. There is another feeder of the same capacity, four miles long, which drains Thomas' Creek and connects with the flume half way down the mountain. The purpose of this second immense feeder is to supply whatever waste may have occurred down to its point of junction. Heavy timber dashing down the grades, when making the sharper turns, throws out considerable water.

In addition to this Thomas' Creek feeder there are many smaller ones which catch the waste water and give it back to the flumes at points lower down. The supply can be regulated to a nicety by means of the dams and waste gates in the feeders.

The Company have more water at command than they can possibly use. In the event of a scarcity, however, Hereford Lake, a beautiful sheet of water resting in a diplo on the mountain top, can be drawn upon.

TIMBER.

The timber thickly covering the 12,000 acres owned by the Company is mainly fir, yellow pine and tamarack. Mr. Hereford estimates that he will be able to obtain 500,000 cords of firewood and 100,000,000 feet of saw-logs, of an average diameter of 28 inches, and 30,000,000 feet of heavy timber. There is now ready for fluming 20,000 cords of seasoned firewood and 3,000,000 feet of square heavy timber. Mr. Hereford intends to land this vast quantity of wood at the mills in Storey and Lyon counties during the present season, with an additional 15,000,000 feet of square timber.

THE SAWMILLS.

Which are to reduce the great body of timber to firewood and logs are first-class, giving employment directly and indirectly to four or five hundred men.

The lower mill on Evans' Creek is kept running night and day, and has a capacity of 50,000 feet per day when working upon small stuff, and when on large timbers 70,000 feet.

The upper mill is run 12 out of 24 hours at present. Its capacity is 15,000 feet of small, or 25,000 feet of large timbers per day.

RANDOM NOTES.

The whole work has been conducted on the most colossal scale. Over fifty miles of good wagon road have been built through the mountains for hauling materials for the construction of the flume.

The highest point of the flume from the plain is 3,700 feet, and on an air line from terminus to terminus the distance is eight miles, which gives seven miles of twists and turns.

There are to be three forks at the Huffaker landing and telegraphic communication with the shipping points. By these means each kind of wood and timber can be floated and landed separately.

It is pleasant to record that notwithstanding the danger involved in the heavy mountain work, not a man has been injured.

Mr. Hereford intends to extend the flume five miles further into the mountains this season; and if it can

be done the energy which has in so short a time overcome so many difficulties in carrying out this great enterprise to a successful issue, will accomplish it.

A BLOW OUT.

Thursday will be the occasion of a blow-out. The first stick that accomplishes the fifteen-mile trip is to be greeted with champagne and speeches, as it de-erves. *Virginia Chronicle of Tuesday.*

New Advertisements.

LOST OR STOLEN.

A CHECK ON THE BANK OF CALIFORNIA, Virginia, Nevada, payable to Robert W. Clough, for \$25.00, and signed by J. B. Hereford. All persons are cautioned against negotiating said check as payment has been stopped. W. L. K. S. O. X.
Reno, June 30, 1875.

LOOK AT THE NEW

MAGIC STOP ORGANS

MANUFACTURED BY THE

New Era Organ Co., North East, Pa.

These Grand Organs contain all modern improvements found in any first-class Organ, and in addition have extra features of invention and improvement of the A. Smith among which should be mentioned the Patent

MAGIC STOPS,

Giving the player the most perfect control of the Organ without the necessity of touching the hands from the key-board while playing. The Patent

Adjustable Blow Pedals,

For the accommodation of short or tall persons. The Patent FULL ORGAN STOP, Patent

NAME BOARD AND REGISTER;

IMPROVED SWELL

...AND...

PATENT IMPROVED CASE

...OF...

NEW AND BEAUTIFUL DESIGN.

W. J. MARSH, Gen. Agent,

Reno, Nevada.

BLOOD WILL TELL!!



SAKE BROS.

WILL ARRIVE AT RENO ON THE

3d of JULY,

With thoroughbred Bulls and Horses (mostly Drafts) and stock until the 30th. We offer a part of these for sale. Part credit given on responsible parties. Our stock is from

KENTUCKY AND BEST HERDS.

We refer with pleasure to parties who have purchased of us in past six years.

ROLLIN P. SAGE.

AT THE OLD STAND!

M. NATHAN,

WHOLESALE AND RETAIL

CLOTHIER,

AND DEALER IN

Gents

Furnishing

Goods.

BRICK BLOCK,

VIRGINIA STREET.

I WOULD RESPECTFULLY ANNOUNCE TO the public that I am now in the Brick Block Building, next upon the main of my old store. I am in receipt of a full line of goods, which are offered at prices to suit the times. My stock of

Clothing and Gents' Furnishing Goods. Comprise the Latest Novelties. The latest style in Hats and Caps.

I WILL SELL LOWER THAN EVER

BEFORE.

GIVE ME A CALL.

M. NATHAN.

Miscellaneous.



JOS. DeBELL,



PRACTICAL WATCHMAKER,

No. 31 Virginia St., Reno, Nevada.

The repairing and adjusting of fine watches a specialty. All work done at the lowest possible prices, and warranted.

CLOCKS.

WATCHES

and JEWELRY

FOR SALE.

TERMS STRICTLY CASH.

Everything Placed at the Lowest Pricing Figures.

SALISBURY

& REYSBURN,

Virginia Street.

DEALERS IN

Choice Family Groceries and

Provisions.

FRUITS.

CONFECTIONERIES,

TOBACCO,

and CIGARS.

SADDLE AND HARNESS SHOP.

J. N. JAQUISH & CO.,

COMMERCIAL ROW.

Saddle & Harness

MAKERS.

We are in the field with an immense lot of goods, and selling at lower prices than ever. Come and see us.

GROCERY, FRUIT AND VEGETABLE STORE.

GEO. W. CUNNINGHAM

KEEPS CONSTANTLY ON HAND THE best assortment of

Family Groceries, Fruit, Vegetables, Sugar, Coffee, Tea, Spices, Bacon, Ham, Butter, Eggs, Fresh and Dried Fruit, Cakes, etc. of all kinds. Canned Fruit, Canned Vegetables, Canned Oysters and Fresh Fish, Canned Corn, Beans, Soda Candy, Tobacco, Cigars, Baked and Broiled.

Which I will sell at the lowest market price. Call and see for yourself.

GEO. W. CUNNINGHAM,

Commercial Row, Reno, Nev.

(One door west of the Post)

B. H. McCLURE,

(Reno's old Bank Building)

COMMERCIAL ROW, RENO, NEV.

FURNITURE DEALER.

Has selected the best stock of Furniture ever seen in the interior of Nevada. The stock is composed of

PARLOR AND BED-ROOM SETS.

Of Rosewood, Mahogany, Walnut and other fine woods.

Sevens, Sofas, Easy Chairs, Rockers and all other kinds of Chairs.

Beds, Bedding and all Goods in that line.

Upholstering work of all kinds promptly done to order in the best manner.

Call and Examine the Stock

WHEN YOU ARE READY TO BUY YOUR

ROOTS and SHOES

I respectfully solicit your examination of my

NEW SUMMER STOCK

Before you spend a dollar elsewhere in the

SHOE LINE

And I respectfully believe if you will remember this invitation and call on me, it will be

Money In Your Pocket!!

A. L. R.

GENTLEMEN'S FURNISHING

Goods.

A. PRESCOTT,

Commercial Row.

Miscellaneous.

RENO MARKET

situated on Commercial Row, one door east of Masonic Hall.

KEEP CONSTANTLY ON HAND

BEEF, PORK, MUTTON, VEAL, LAMB & SAUSAGE.

of every description known in this market

HAM BACON AND LARD.

Prepared under the supervision of the proprietors.

Meat delivered to all parts of the city free of charge.

WEEKLY MARKET

A. A. EVAN'S

TRUCKEE

LIVERY, FEED & SALE STABLE

Cor. Sierra and Second Streets

Reno, Nevada.

HORSES.

SUGGINS and

SADDLE HORSES

Let and Horses Housed by the Day

Week or Month. Terms to suit the times.

I also have attached a Large Hay

Ward, with good Hables. Also Coal for

House Stock, well watered.

APPEARANCE TO THE

THE GLEN DALE HOTEL.

J. F. WOODWORTH Proprietor

ON THE TRUCKEE RIVER.

FOUR MILES BELOW RENO

HAS JUST BEEN RE-OPENED

FOR THE RECEPTION OF VISITORS

THE HOTEL AT THIS FAVORITE

spot has been rebuilt and refurnished

in style for the convenience of the public

and at a very low rate. The hotel is

well situated for the purpose of

business and pleasure. The hotel is

well supplied with the best of

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Mining Notices.

CONSOLIDATED FOR MINING CO.

Location of principal place of business, Reno, Washoe county, Nevada.

Notice: There is delinquent upon the following described stock of the Consolidated For Mining Company, on account of assessment (No. 7), levied on the 10th day of May 1875, the several amounts set opposite the names of the respective shareholders, as follows:

Name	Ord	Shrs	Am't
Amos & W	231	100	\$ 25
Amos & W	232	100	25
Amos & W	233	100	25
Amos & W	234	100	25
Amos & W	235	100	25
Amos & W	236	100	25
Amos & W	237	100	25
Amos & W	238	100	25
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Amos & W	241	100	25
Amos & W	242	100	25
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Mining Notices.

LAUREL TUNNEL AND MINING CO.

Location of works, Plavine, Washoe county, Nevada.

Notice: There is delinquent upon the following described stock of the Laurel Tunnel and Mining Company, on account of assessment (No. 5) levied on the 10th day of May 1875, the several amounts set opposite the names of the respective shareholders, as follows:

Name	No Ord	Shrs	Am't
Amos & W	41	100	\$ 3
Amos & W	42	100	3
Amos & W	43	100	3
Amos & W	44	100	3
Amos & W	45	100	3
Amos & W	46	100	3
Amos & W	47	100	3
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Amos & W	92	100	3
Amos & W	93	100	3
Amos & W	94	100	3
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Amos & W	98	100	3
Amos & W	99	100	3
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LAUREL TUNNEL AND MINING CO.

Location of works, Plavine, Washoe county, Nevada.

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Amos & W	89	100	3
Amos & W	90	100	3
Amos & W	91	100	3
Amos & W	92	100	3
Amos & W	93	100	3
Amos & W	94	100	3
Amos & W	95	100	3
Amos & W	96	100	3
Amos & W	97	100	3
Amos & W	98	100	3
Amos & W	99	100	3
Amos & W	100	100	3

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